THE AUTOMOTIVE EDGE™

The Official Publication of the
NATIONAL LOCKSMITH AUTOMOBILE ASSOCIATION™

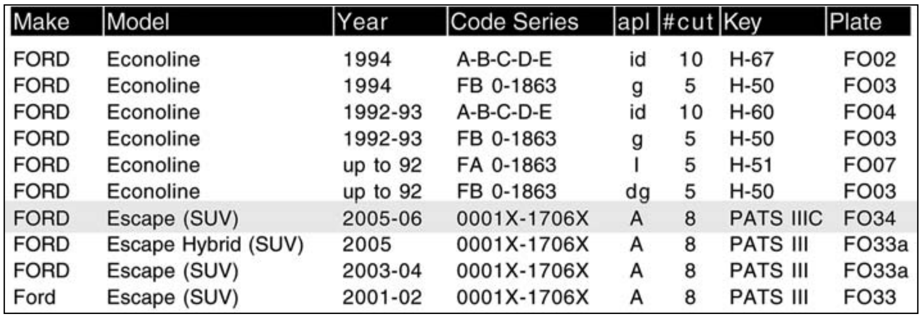
2.06

Issue No. 73

2005 Ford Escape

1. The 2005 Ford Escape is a compact sport-utility vehicle, in a class with the Jeep Liberty or Subaru Forester. This is Ford's smallest SUV. The Ford Escape shares its' chassis and basic design with the Mazda Tribute and Mercury Mariner. Available as a gas/electric hybrid, Escape occupies a unique position in the Ford line-up.

The 2005 Ford Escape has only three lock cylinders; Ignition, Drivers Door and Glove box. The 2001-04 Escape vehicles used the Pats III transponder security system. All 2005 Escape models, except hybrid models, will use PATS III CAN (Controller Area Network) protocol. Another change is found in the ignition cylinder, which is no longer sidebar. Ford Escape models built after 06/2004 will use a new Huf seven-wafer non-sidebar ignition cylinder. The "0001X–1706X" code series remains in place for 2005–06. The Escape transponder system is serviceable by the Hickok "ngsXL" device (CAN adaptor required), ASP "T-Code," Kaba/ILCO "SDD," or Strattec "CODE-SEEKER."



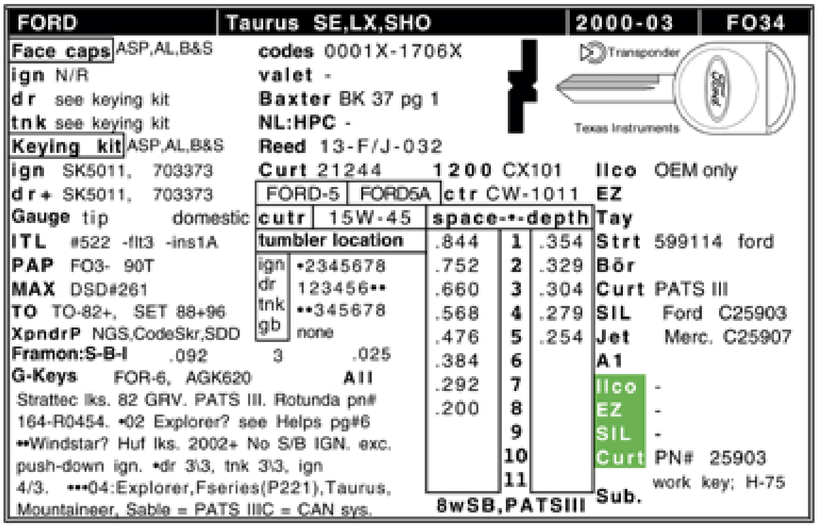
Make	Model	Year	Code Series	apl	#cut	Key	Plate
FORD	Econoline	1994	A-B-C-D-E	id	10	H-67	FO02
FORD	Econoline	1994	FB 0-1863	g	5	H-50	FO03
FORD	Econoline	1992-93	A-B-C-D-E	id	10	H-60	FO04
FORD	Econoline	1992-93	FB 0-1863	g	5	H-50	FO03
FORD	Econoline	up to 92	FA 0-1863	I	5	H-51	FO07
FORD	Econoline	up to 92	FB 0-1863	dg	5	H-50	FO03
FORD	Escape (SUV)	2005-06	0001X-1706X	A	8	PATS IIIC	FO34
FORD	Escape Hybrid (SUV)	2005	0001X-1706X	A	8	PATS III	FO33a
FORD	Escape (SUV)	2003-04	0001X-1706X	A	8	PATS III	FO33a
Ford	Escape (SUV)	2001-02	0001X-1706X	A	8	PATS III	FO33

2. The first step in any key making or service request is to locate specific information on the vehicle to be serviced. The Fast Facts index shows the 2005 Ford Escape. The index shows us that the Escape (SUV) from 2005 to 2006 uses the 0001X-1706X code series. The key operates "A" all cylinders. The Explorer uses an eight (8)-tumbler configuration, with PATS III C security. PATS III is the security system. The "C" indicates that the vehicle also uses the new CAN (Controller Area Network) protocol. Further information can be found at "Key Plate FO34."

Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com
Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com
Product & Technology Sales,
Transponder Information Resources


FORD | Taurus SE,LX,SHO | 2000-03 | FO34

Face caps ASP,AL,B&S
ign N/R
dr see keying kit
tnk see keying kit
Keying kit ASP,AL,B&S
ign SK5011, 703373
dr+ SK5011, 703373
Gauge tip domestic
ITL #522 -flt3 -ins1A
PAP FO3- 90T
MAX DSD#261
TO TO-82+, SET 88+96
XpndrP NGS,CodeSkr,SDD
Framon:S-B-I .092 3 .025
G-Keys FOR-6, AGK620 **All**
Strattec lks. 82 GRV. PATS III. Rotunda pn# 164-R0454. •02 Explorer? see Helps pg#6 ••Windstar? Huf lks. 2002+ No S/B IGN. exc. push-down ign. •dr 3\3, tnk 3\3, ign 4/3. •••04:Explorer,Fseries(P221),Taurus, Mountaineer, Sable = PATS IIIC = CAN sys.

codes 0001X-1706X
valet -
Baxter BK 37 pg 1
NL:HPC -
Reed 13-F/J-032
Curt 21244 **1200** CX101
FORD-5 | FORD5A | **ctr** CW-1011
cutr 15W-45

tumbler location
ign •2345678
dr 123456••
tnk ••345678
gb none

space	••	depth
.844	1	.354
.752	2	.329
.660	3	.304
.568	4	.279
.476	5	.254
.384	6	
.292	7	
.200	8	
	9	
	10	
	11	

8wSB,PATSIII

Transponder
Texas Instruments

Ilco OEM only
EZ
Tay
Strt 599114 ford
Bör
Curt PATS III
SIL Ford C25903
Jet Merc. C25907
A1
Ilco -
EZ -
SIL -
Curt PN# 25903
Sub. work key: H-75

3. Key Plate FO34 gives us all of the information necessary to make a mechanical key for this vehicle. This vehicle uses the same or similar configuration as the Taurus models. Key plates are not necessarily specific to the model listed at the top of the plate. Many Ford vehicles will use this configuration. Our test vehicle uses the Huf lock system. The Huf system found is non-sidebar. This key section is defined as a Strattec 82 Groove. Keys for this vehicle are Strattec 599114 (Ford head-mark) or Curtis number C25903 (Ford head-mark). The key numbers define the key. The head-mark can be Ford or Mercury. Whether you are making a key by reading, disassembly or a code supplied by a third party, it is always a good practice to make the key over a non transponder "work key" for test purposes. When you have a key that operates all cylinders properly, it is easy to duplicate it over the proper transponder blank for programming. The work key H-75 (Curtis) is indicated in the "Sub" (Substitute) key field. Always use a work key to test your code. This will avoid wasting an expensive transponder blank, in the event that the code is incorrect. No codes are found on current Ford lock cylinders. Codes will be found in Baxter Code Book 37 at page 1, Reed Code Book volume 13, section F/J, page 32, or Curtis Code Book 21244, (also found as C21244). Code cutter information is given for the HPC 1200CM, CodeMax, Curtis No. 15 Code Cutter, Pak-A-Punch, and ITL machines. If you are using a Framon code machine, you will find the space-block and increment information. Because this is a tip-gauged key, the Framon dimensions are different than those shown in the Key Plate. Space limitations force the Framon information to be given at only one place. The Framon information can be found at FO01. Framon key setup is "tip to left side of key vise," first cut is at .405. Cuts are at .405, .497, .589, .681, .744, .866, .958, and 1.060. The depths are the same as shown in the key plate.

In the "tumbler location block, you will see that the ignition has tumblers in positions 2 thru 8. The door has tumblers in positions 1 thru 6. The Escape has a locking glove box, not shown here. The glove box has tumblers in positions 6, 7, and 8.

National Locksmith Automobile Association™

Publisher
Marc Goldberg

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Greg Mango

Printed in the U.S.A.
NLAA, a division of the National Publishing Company
Publishers of
THE NATIONAL LOCKSMITH

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Streamwood, Illinois 60107
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Issue No. 73

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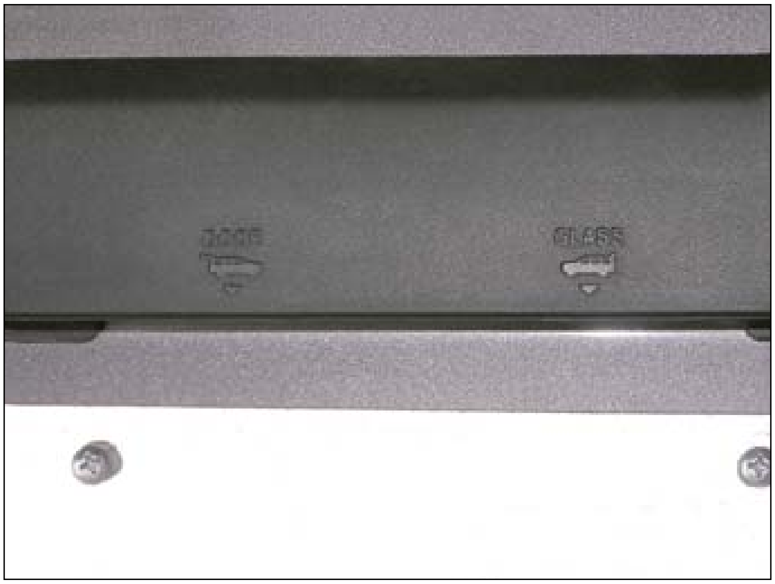
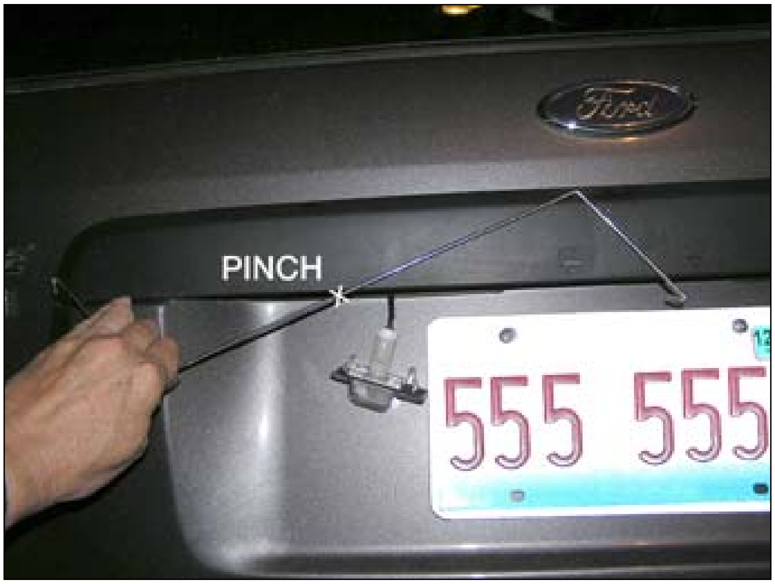
4. The clean lines of the rear hatch are not broken by the presence of a lock cylinder. The rear hatch is opened by electrically unlocking the vehicle from the control panel in the drivers' door panel. Electrically unlocked, two paddle release levers, concealed beneath the black plastic trim piece, will open the window or door.

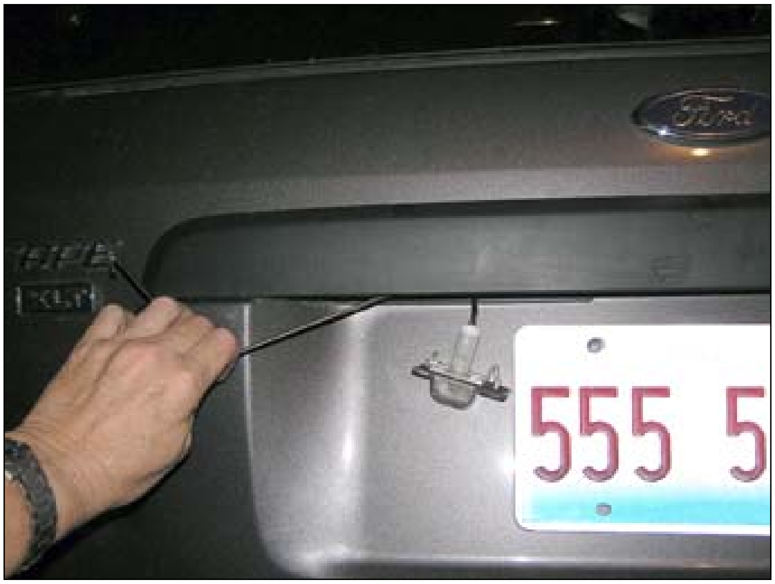
5. Close inspection of the plastic trim above the license plate, reveals the legend for the door release levers. The lever on the right opens the glass only. The lever on the left releases the rear door. This Plastic trim also conceals two license plate lamps. The license plate lamps are retained in the deck lid by compression friction latches.

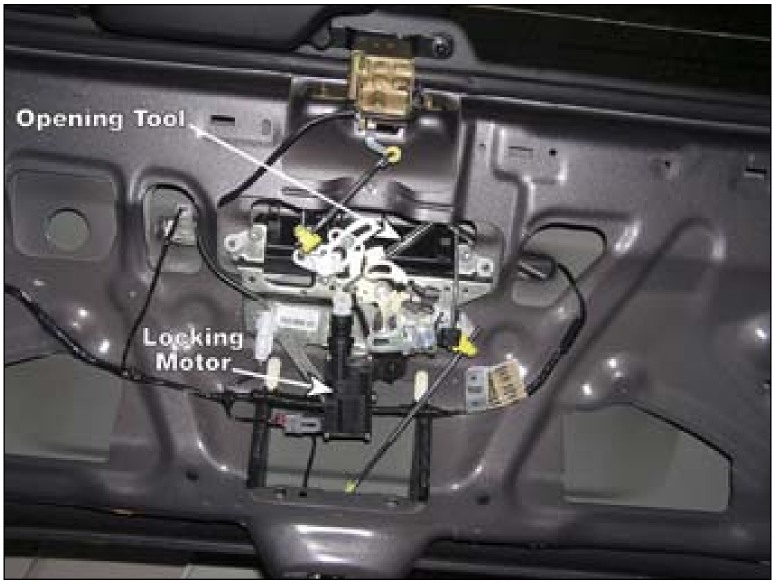




6. There are two opening methods, which will easily open the Escape, without damage. We will describe the first method, which is through the rear deck lid. Remove the left license plate light by applying pressure from the left, to compress the plastic spring catch on the right and lifting the left edge of the lamp assembly. The assembly will dislodge and can be removed. This access hole will allow us to manipulate the locking mechanism. Measure the tool on the outside of the deck lid, as you see in the photo. The tip will be slightly right of center when inside the door. Pinch the tool to mark this distance, at the edge of the plastic trim, and insert the tool into the license plate lamp opening.

7. The tool is in the correct position to unlock the rear deck latch. Pull left to feel the electrical locking motor move.



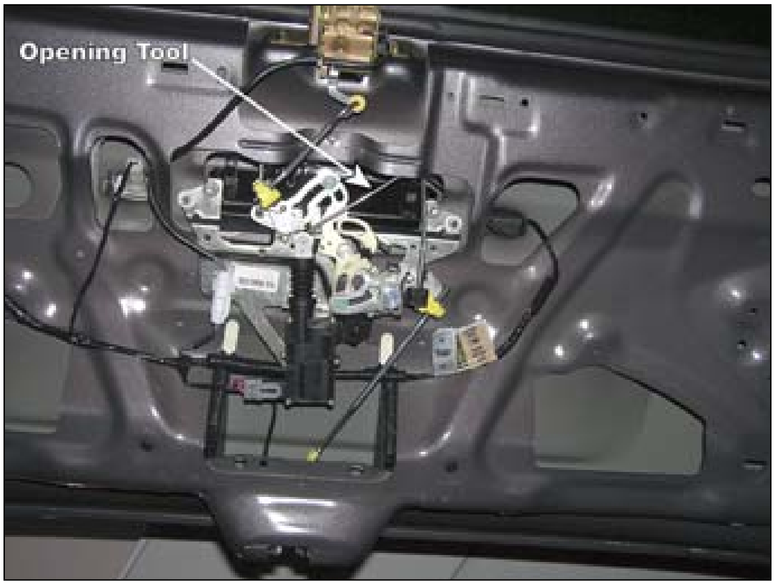


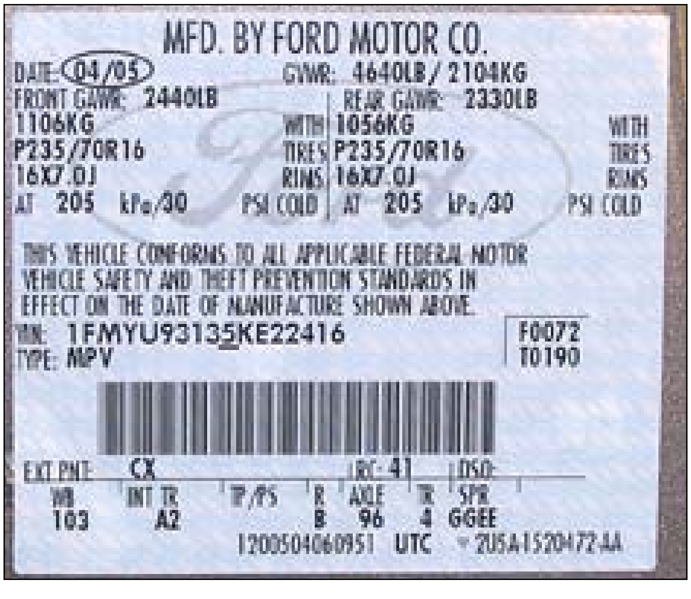
8. The tool enters the deck lid, and passes behind the locking lever. The tool is guided by the unused loop of the lever. Hook the lever, and pull gently to unlock the mechanism. You will feel the locking motor, as you move the blocking lever upward and to the left. This action will unlock the deck latch. It does not unlatch the lid. If you feel movement in the door release handle as you manipulate the hook tool, you have hooked the wrong linkage.

9. The lever moves to the left, leaving the door unlocked.

Because of the open loops in the mechanism, there is a real possibility of entering one of these holes with the hooked end of the opening tool and becoming caught. Don't panic. With the door open, remove four Phillips head trim screws along the bottom edge of the plastic trim panel. Remove the panel to free the opening tool.

The alternate opening method is to unlock the vehicle with a large (deep) under glass tool. Carefully wedge the center of the drivers' door glass with a plastic wedge or air wedge. Pass the tool under the glass, with the loop toward the front of the vehicle. Remove the wedge or deflate the air wedge. Pass the tool inside the passenger compartment. Depress the electrical lock/unlock button to unlock all doors.





MFD. BY FORD MOTOR CO.

DATE: 04/05 GVWR: 4640LB/2104KG

FRONT GAWR: 2440LB
1106KG
WITH
P235/70R16
TIRES
16X7.0J
RIMS
AT 205 kPa/30 PSI COLD

REAR GAWR: 2330LB
1056KG
WITH
P235/70R16
TIRES
16X7.0J
RIMS
AT 205 kPa/30 PSI COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: 1FMYU93135KE22416
TYPE: MPV

F0072
T0190

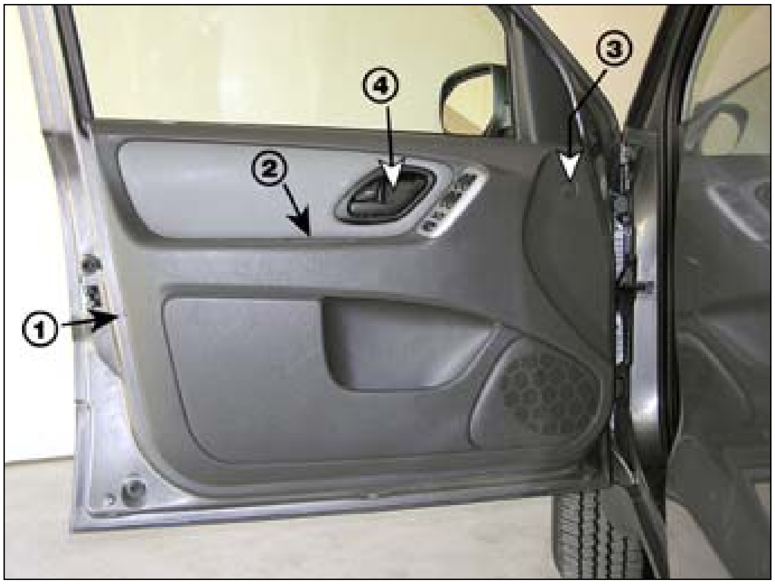
EXT PNT: CX RC: 41 DSO:

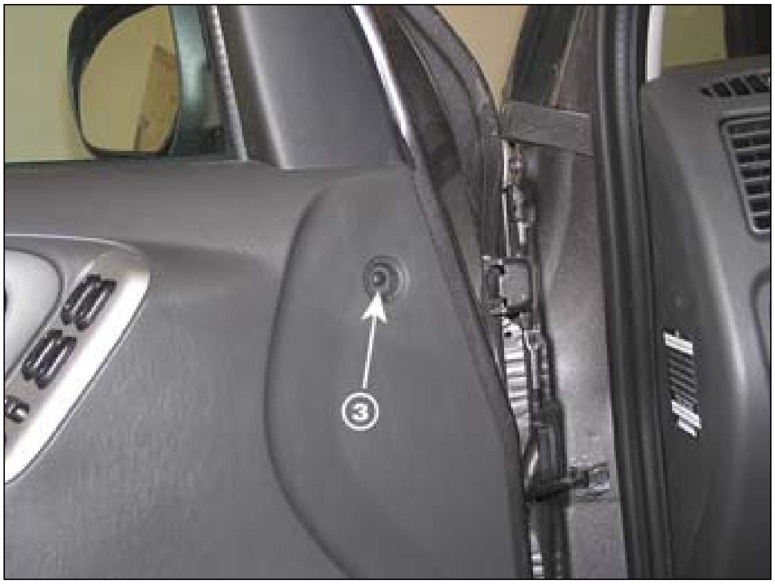
WB	INT TR	TP/PS	R	AXLE	TR	SPR
103	A2		B	96	4	GGEE

1200504060951 UTC 2U5A1520472AA

10. The vehicle sticker in the drivers' door channel shows the VIN number and month of manufacture. The tenth digit of the VIN shows the model year to be 2005, but because of mid year changes in manufacturing, the manufacture date may also be important. For example, all Ford Escape models manufactured after 06/2004 will use a new Huf seven-wafer non-sidebar ignition cylinder. The date of manufacture is necessary when ordering many parts.

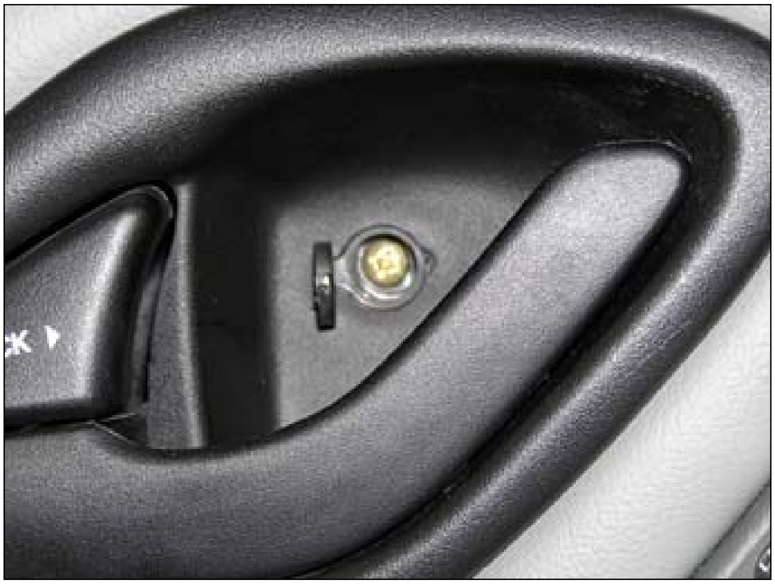
11. Four Phillips head screws, and six plastic friction fasteners secure the drivers' door trim panel. The first screw is at the rear edge of the rigid plastic trim panel. Remove this screw. The second screw is in the bottom of the pull handle well. Remove this screw. A round plastic plug at the top front side of the trim panel conceals the third screw.

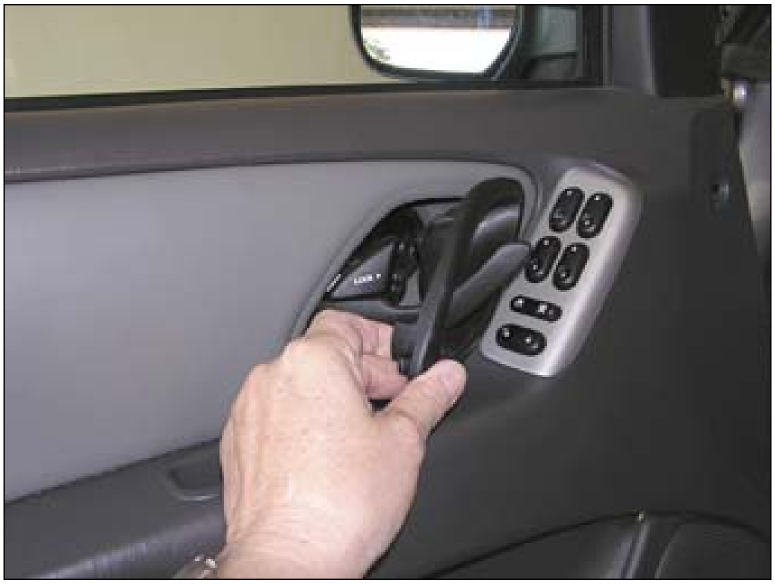




12. Remove the plastic trim plug, to find and remove the third trim screw.

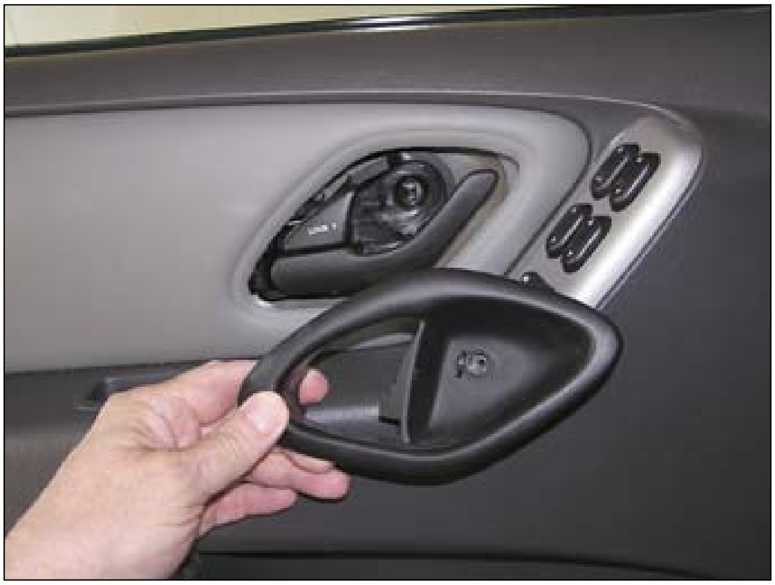
13. The fourth trim screw is concealed in the pull handle cup. Use a pointed tool to dislodge the front lip of the trim plug. The trim plug will hinge out of the way, to reveal the Phillips screw. Remove this screw to free the handle cup.

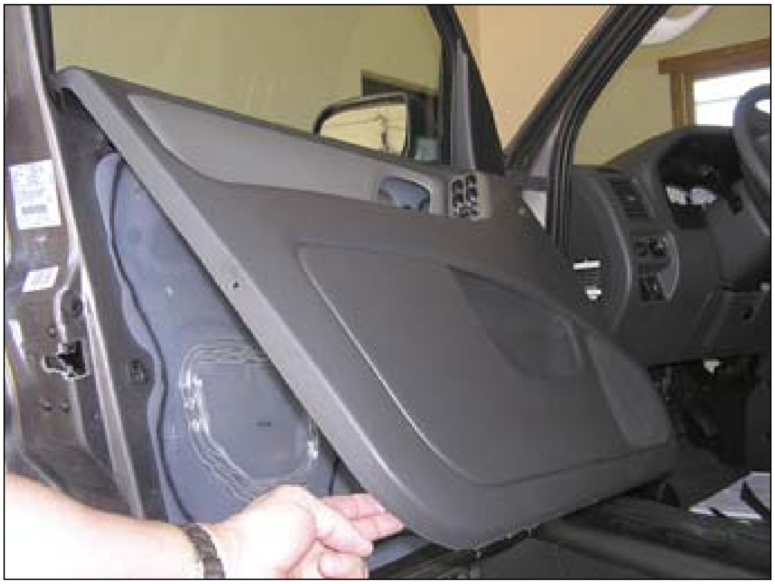




14. The handle cup has a hook at the front top point, and a friction catch at the rear. Pry out the rear of the cup, and hinge it away from the trim pad. Pull the latch release handle to allow the front hook to be unlatched.

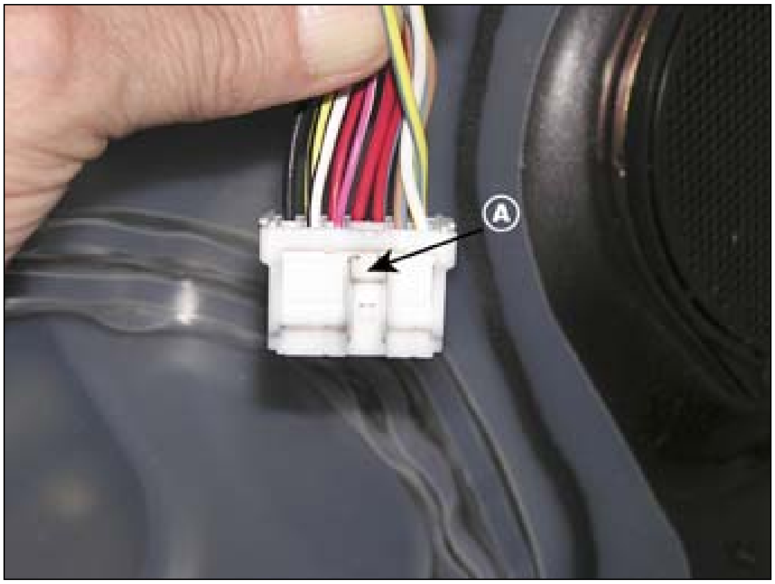
15. The handle cup is disassembled from the trim pad, leaving the latch handle and lock button attached to the metal door structure.

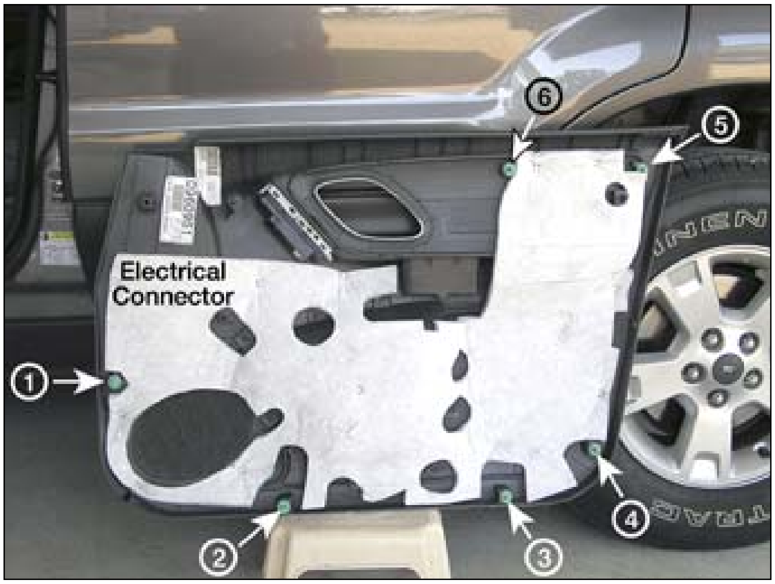




16. The trim panel is attached to the metal door structure by six friction catches. Use a pad knife or flat bar to unsnap the rigid trim pad from the door. Start at the lower front corner, and work toward the rear of the door. Be careful not to damage the trim panel or painted surfaces. Lift the panel away from the door and lift, to unlatch the top edge of the panel from the rubber window seal. Carefully separate the panel from the door, just far enough to access the electrical plug on the rear of the window regulator and lock control panel.

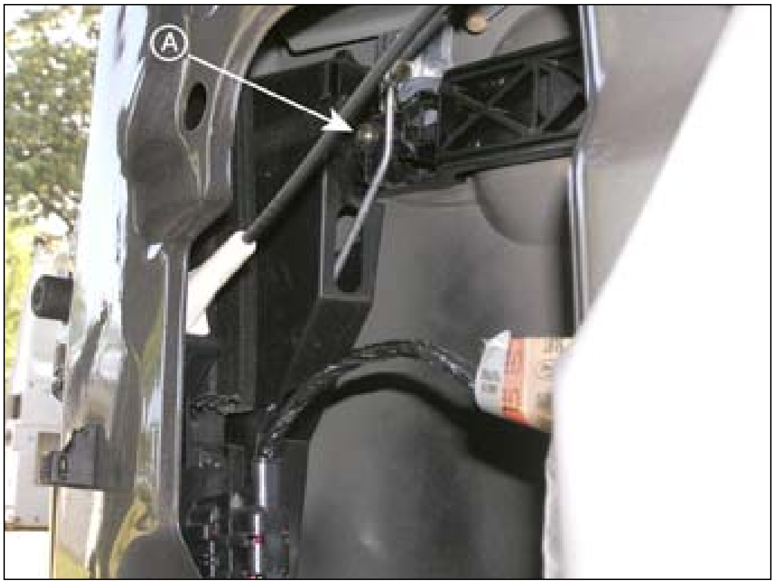
17. The electrical cable plug is locked into the socket at the rear of the window regulator lock control panel. Release the plug by applying pressure to the latch button "A" with a small screwdriver. This will release the latch. Carefully separate the plug from the socket.

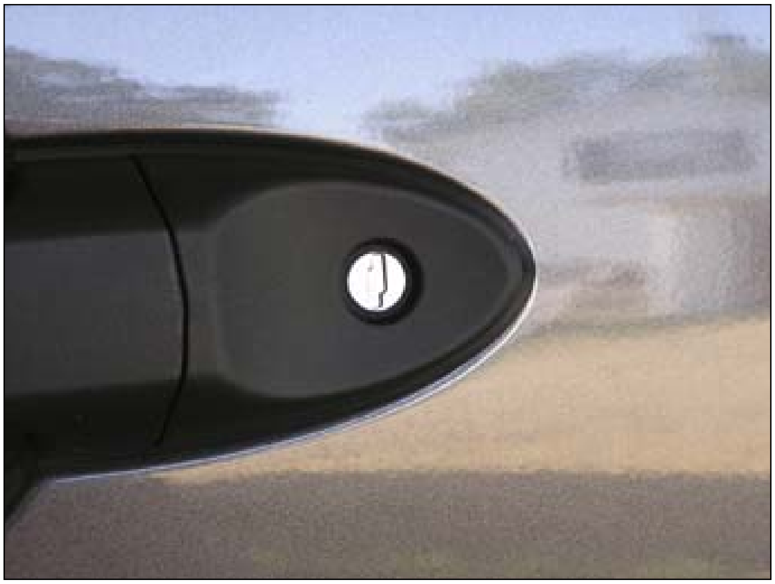




18. The inside trim panel is covered with sound deadening plastic wool. Here you can see the locations of the six friction catches. Note also, the electrical connector.

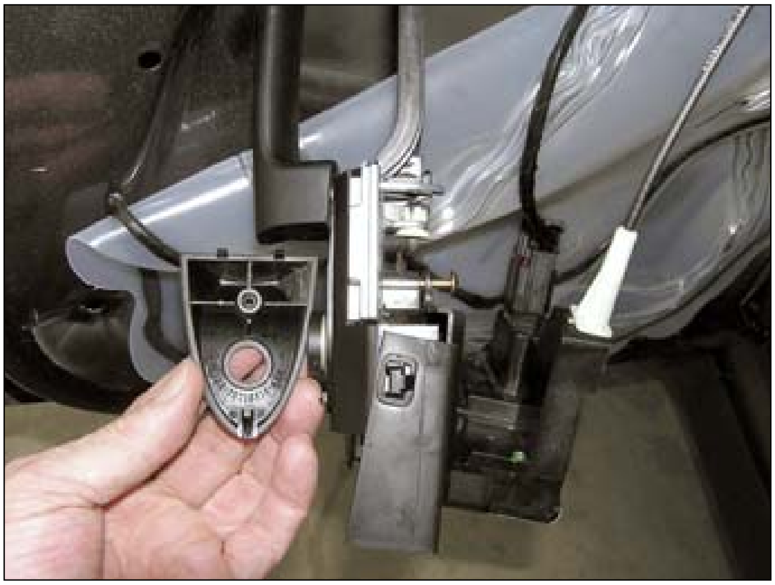
19. Here, we see the rigid full shielding over the latch mechanism, lock and latch linkage. This door uses a flexible cable type lock/latch control. This design increases the security of the vehicle by eliminating rigid lock and latch linkages. Two Torx T-20 screws secure the plastic pull handle bridge. The rear screw is seen at "A" in the photo. This screw can be accessed through the hole in the metal door panel.

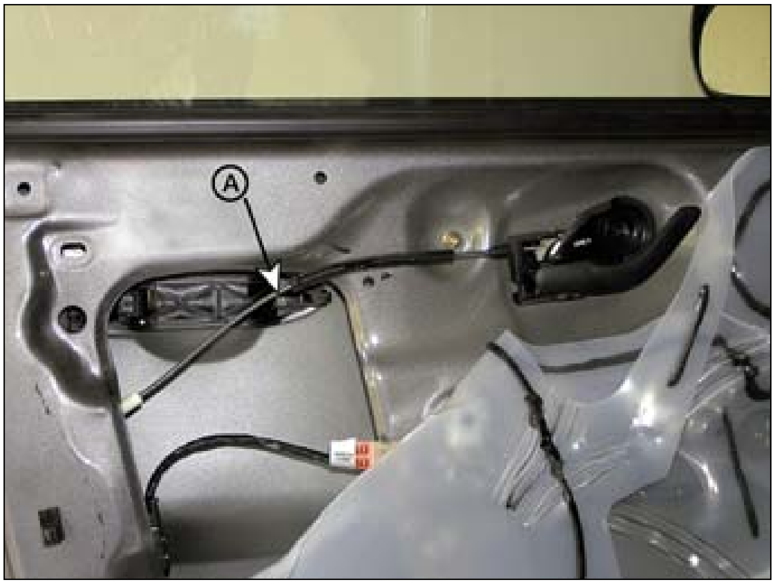




20. The rear screw, at "A", in the previous photo secures the door cylinder trim cover. Unscrew this attachment screw a few turns, and it will free this trim piece.

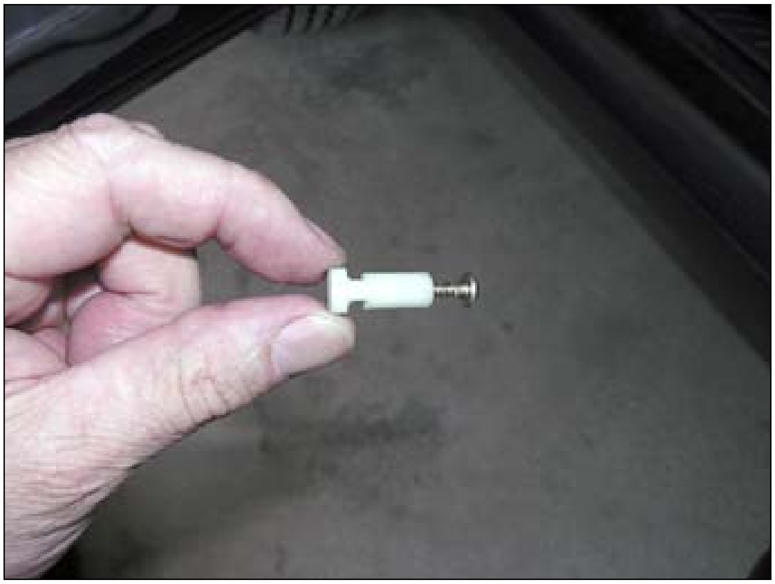
21. The cylinder trim piece is held in place by the screw, but complete removal of the screw is not necessary. Just back it off to release the trim piece. At this point, you can pry up the "front" edge, and hinge it away. Two friction ears secure the front of the trim piece, and a plastic hook secures the rear, as you see in Photo Nineteen. Do not pry the rear of this piece, as this will break the attachment hook.

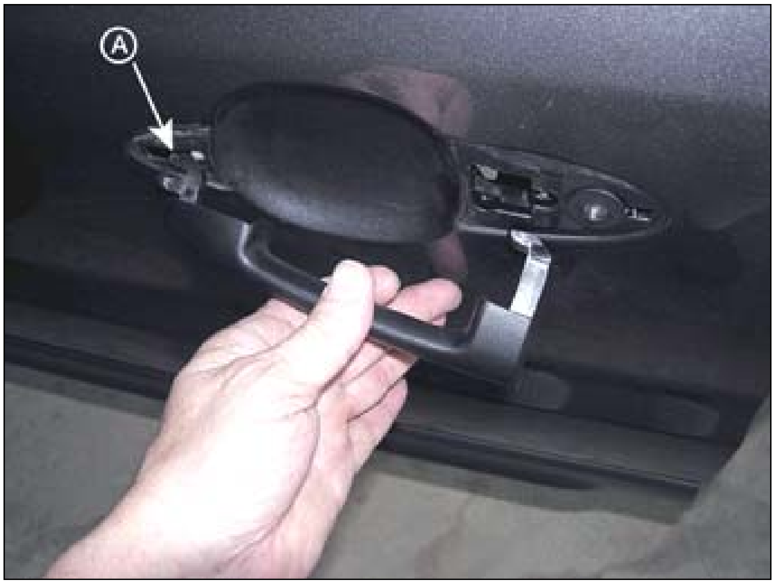




22. The forward handle bridge screw is seen at "A" in this photo. It is a Torx T-20. Loosen this screw, to free the inside handle bridge on the door skin. Complete removal of this screw is not necessary.

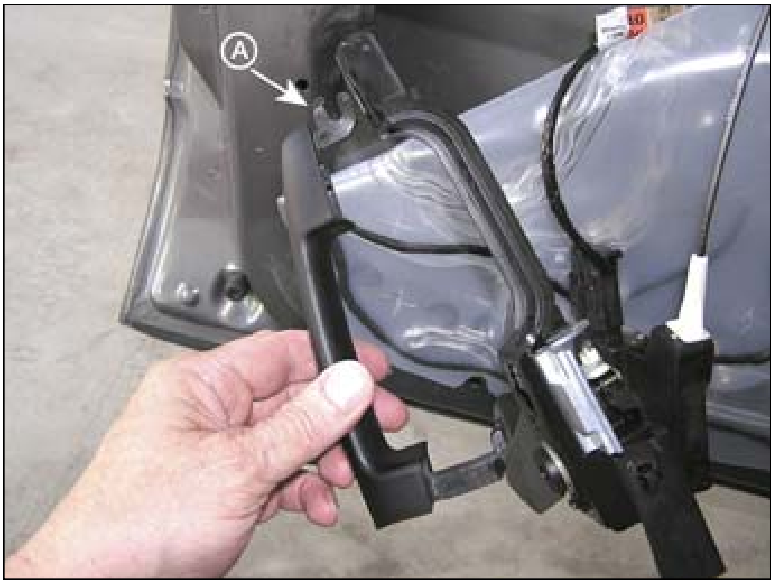
23. The front handle screw threads into a glass fiber reinforced plastic "T" nut. The "T-Nut" binds the inside door bridge to the outside door skin. When this nut is loosened, the door bridge becomes loose on the inside of the door. Hold the outside pull handle toward the rear of the vehicle, and force the door bridge forward. This will release the outside pull handle for removal, and free the inside bridge from the door.

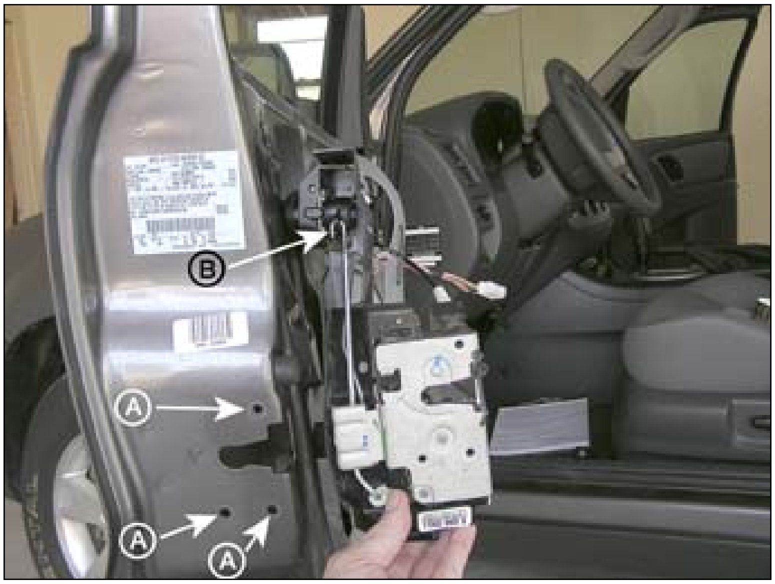




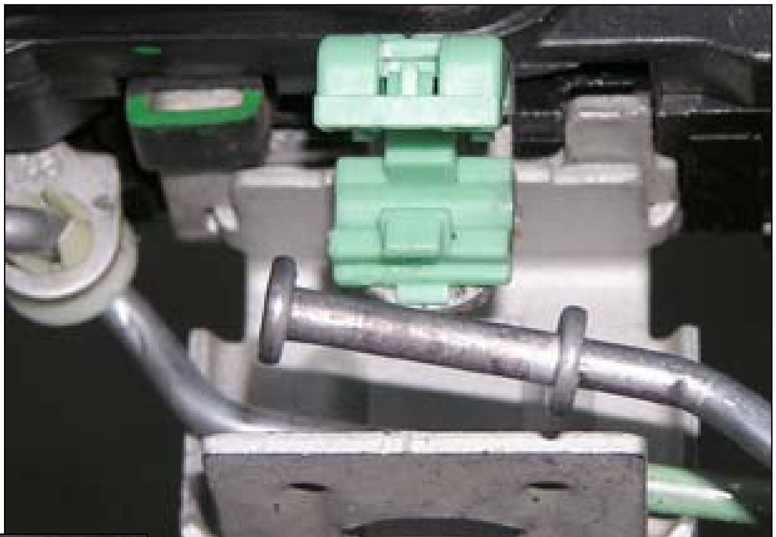
24. The outside pull handle is secured at the front by a hook "A," which engages the inside door bridge. The handle is prevented from becoming disengaged, by the hole configuration in the door skin, and the rear plastic trim piece. The only way to disengage the handle hook is by moving the door bridge forward while pulling rearward on the exterior handle.

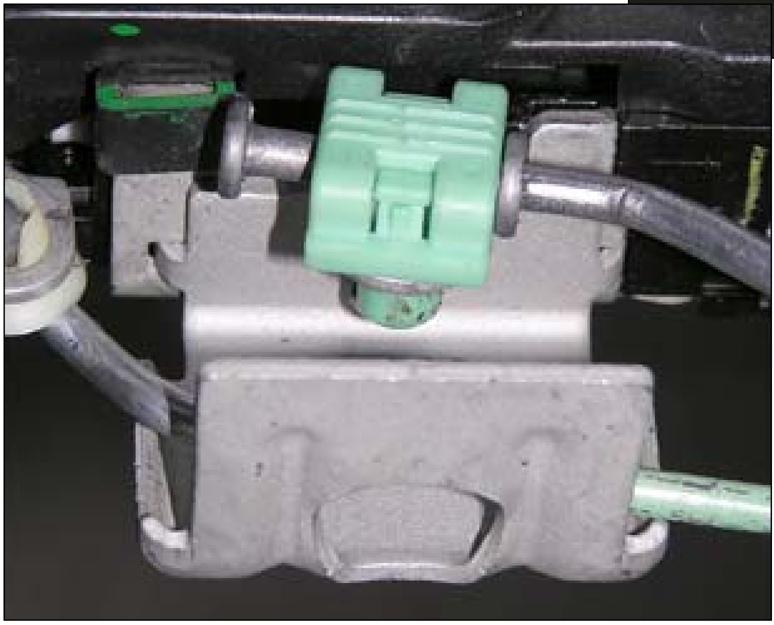
25. This very ingenious design eliminates a number of fasteners and makes assembly literally a "snap," when you see the secret. The rigid linkage shield supports the door bridge assembly inside the door. The linkage shield is secured to the latch assembly by three small Phillips screws. It is not practical or necessary to remove the shield inside the door. The lock cylinder is too large to be removed through the hole in the door skin. The bridge should be removed from the door to disassemble the cylinder.





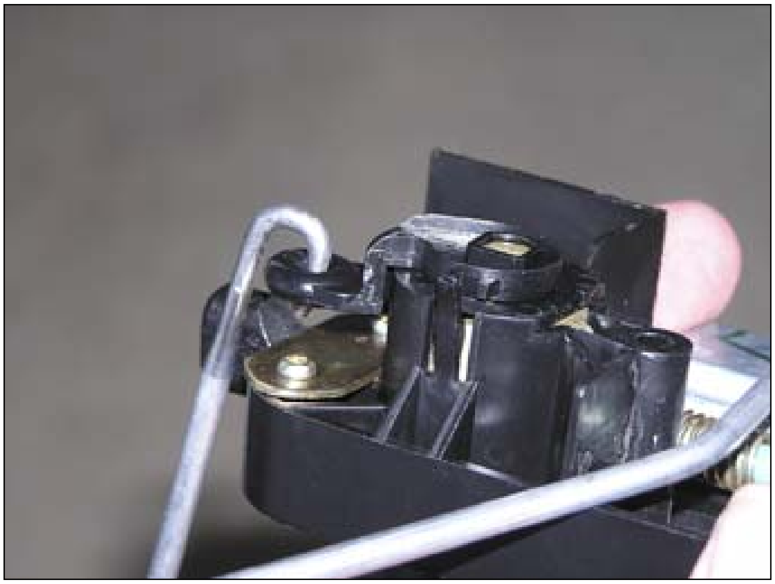
26. The latch assembly is secured to the edge of the door by three Torx T-27 screws at "A." Remove the three screws to free the latch assembly and allow the entire lock latch group to be removed from the door. The lock cylinder linkage is shown at "B."

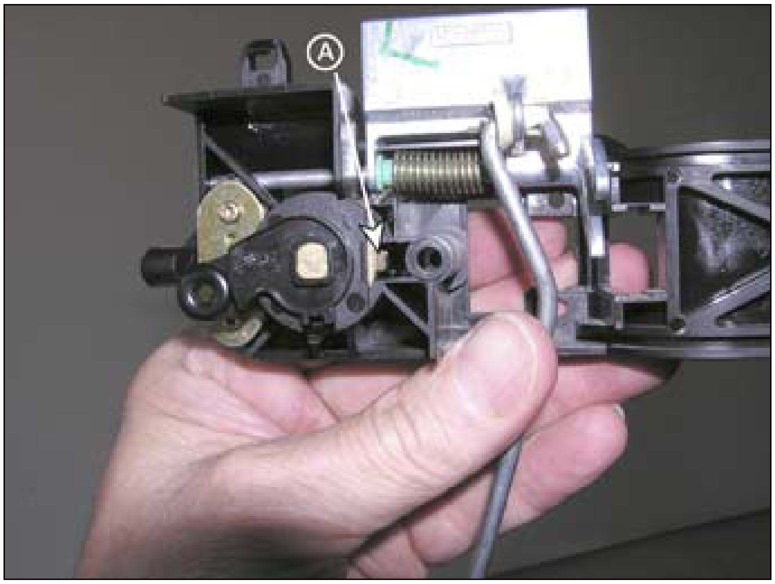




27. Remove one of the attachment screws for the rigid linkage shield, and you will be able to see the lower latch rod clip. Pry up the edge of the clip to disengage the latch rod, as you see in Photo Number Twenty Seven.

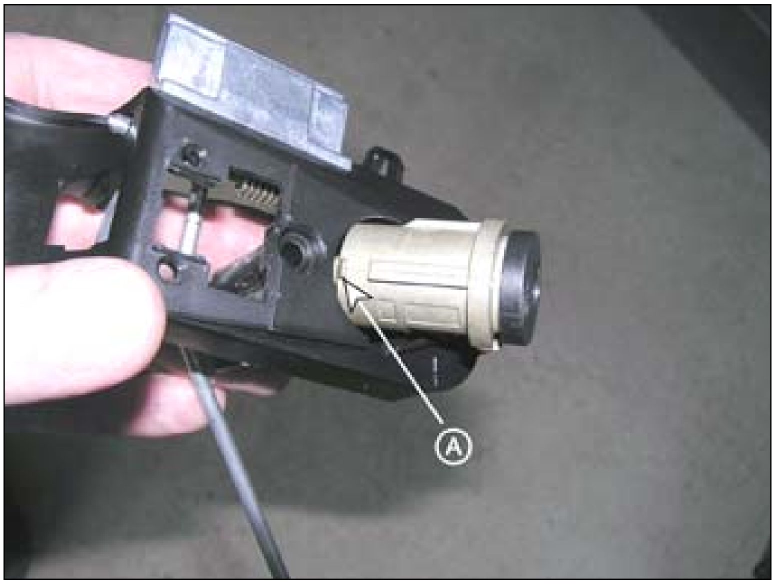
28. Disconnect the latch linkage rod, to make it possible to rotate the handle and disengage the lock linkage from the plastic cylinder cam. Use care not to stress or break the cylinder cam. It does not disassemble from the handle bridge assembly.

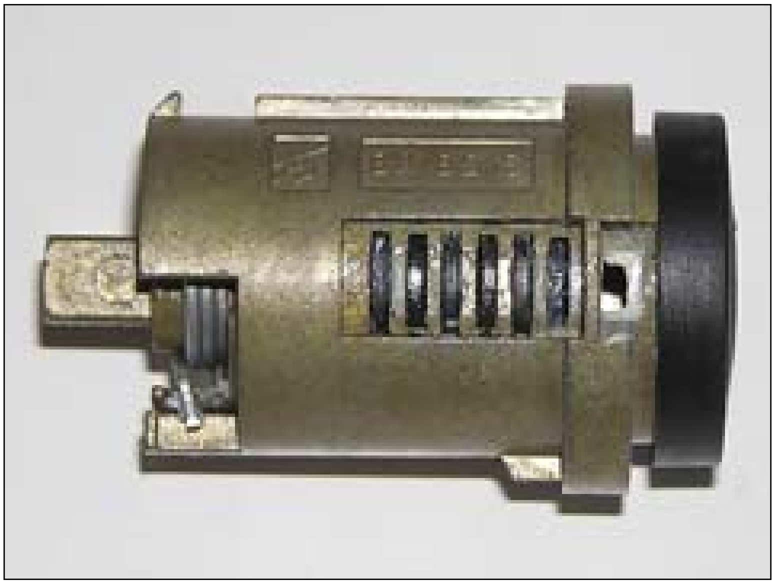




29. A plastic latch arm at "A" secures the lock cylinder in the handle bridge assembly. Use a small screwdriver to carefully lift the latch away from the lock cylinder, as you push the cylinder out the front of the handle bridge. Be careful not to injure the latch arm in this process.

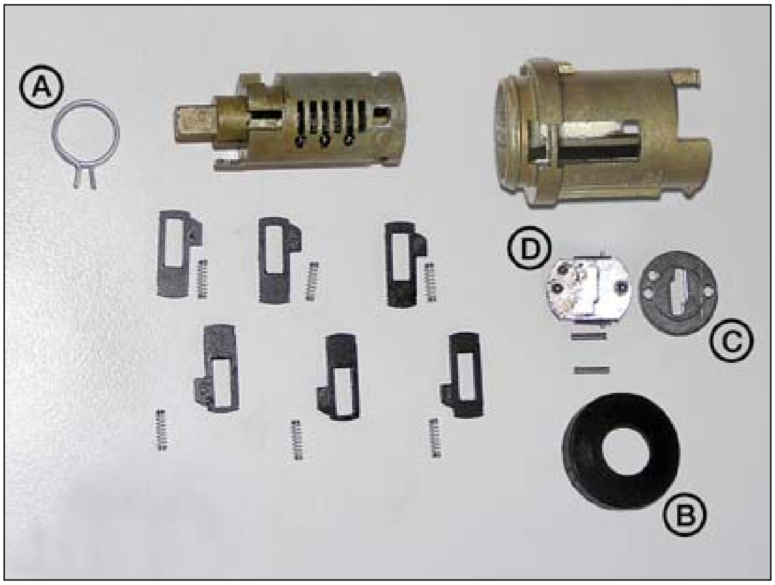
30. The cylinder will slide easily out of the housing. Notice the hook, "A," at the rear of the lock cylinder. It is this hook that engages the latch arm, to secure the cylinder in the housing. This cylinder has an easy-off reusable plastic cylinder cap.

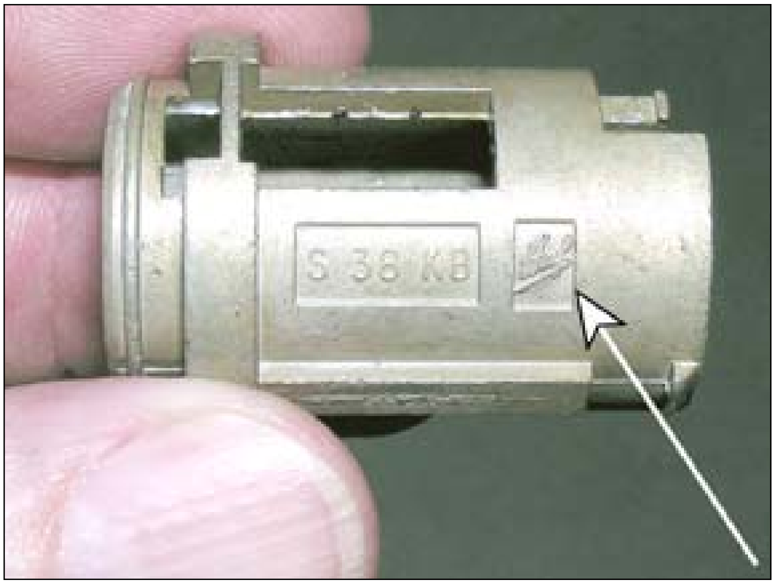




31. All six tumblers are visible in the drain hole. The door cylinder has tumblers in positions 1-6. This is a true double-sided configuration. Tumblers try the key on both sides of the keyway. If you are reading this cylinder, the configuration is 3\3. The front most tumbler is on the bottom. It was interesting to me that the brass tumblers were blackened.

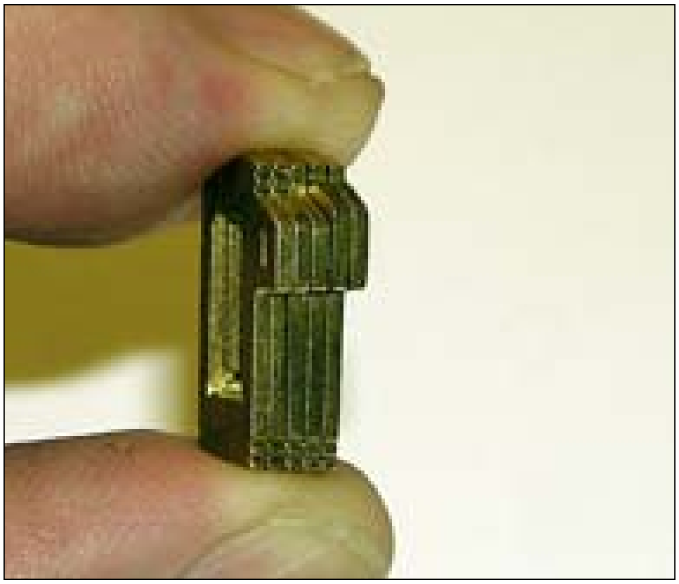
32. To disassemble the door cylinder, remove the centering spring "A" and the easy-off cap "B." Observe the position of the armor plate "C" over the dust shutter "D" and remove them carefully. The dust shutter aligns the armor plate by three dimples on the dust shutter. Remove the dust shutter support springs so as not to lose them. The tumblers are arranged, three on a side. They are numbered to indicate their cut depth, 1 thru 5.

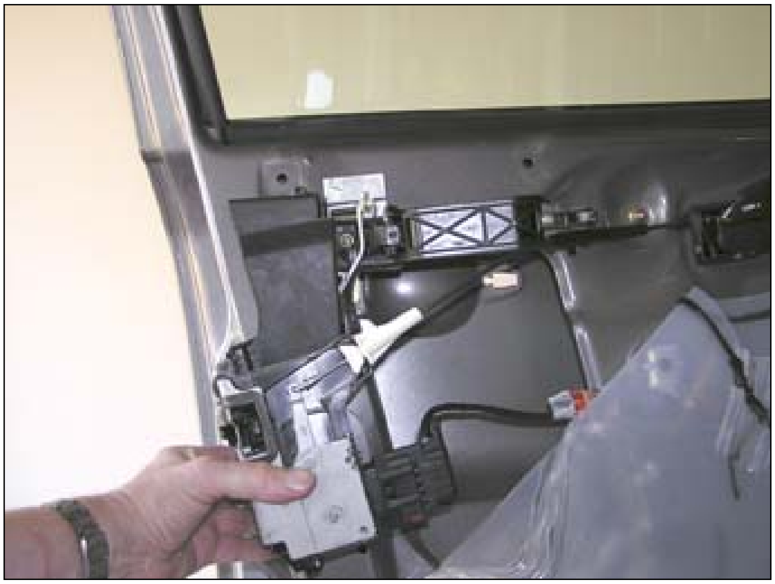




33. The door cylinder lock case is lettered, as you see, indicating that these are Huf locks.

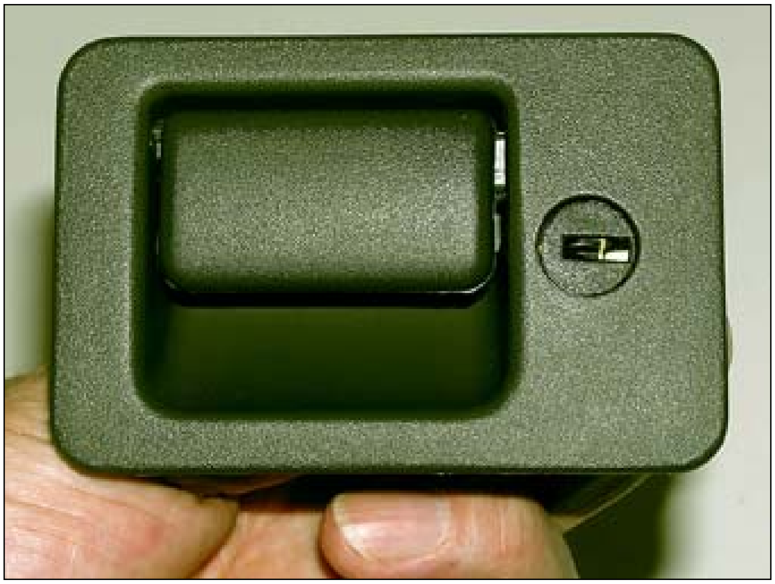
34. Another interesting thing about the Huf locks is the design of the wafer tumblers. Here you see five tumblers. I am holding them in perfect physical alignment. The wafers are: 1, 2, 3, 4, and 5, from front to back. Observe the difference in the height of the spring ears, for wafers one, two and three, and for wafers four and five. The spring ear for the four and five depth wafers is higher than the ears on the one, two, and three depth wafers. This design is called the "stepped wafer ear." It is used to confuse the unsuspecting wafer lock reader. If you know that this design is in use, the problem is not as bad as you might think. This lock will read as follows: One, Two, Three or Four, Five. The stepped ear causes the bitting of the three and four depth wafers to be at the same height in the keyway. You can only read (or discerne) four depths by observing the height of the wafer bitting in the keyway. When you read the "three or four" depth, cut your test key to 3 1/2 depth in that position, and try the key. If it impressions (makes an impression mark) in that position, you should cut your key to a four depth. If the position does not mark, it is a three depth. Correct this by making a new key with a three depth in the "three or four" depth position.





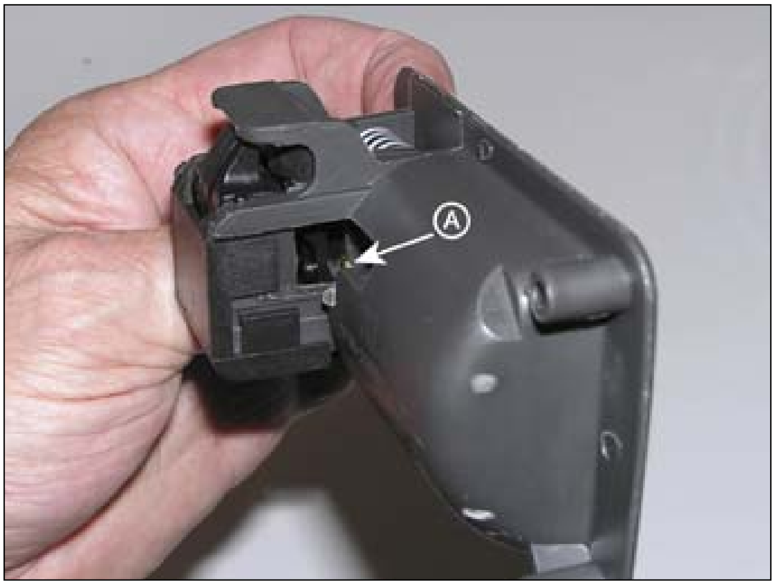
35. Reassembly is the reverse of what we have done to this point. Reassemble the cylinder and test with an operating key. Slip the cylinder into the handle housing, insuring that the cylinder cam is properly aligned and the latch retains the cylinder case properly. Hook the lock rod into the cylinder cam and reconnect the latch rod. Install attachment screws in the rigid shield, to complete the subassembly. You can test all functions of the assembly as you see in the photo, without assembling it into the door cavity. Lock and unlock, unlatch using the pull handle. Install the assembly into the door, and install the latch box screws. Lastly, install the outside pull handle and tighten the front handle bridge screw. Install the rear handle trim piece and tighten the rear screw, to complete the reassembly. Insure that you have installed and properly positioned the trim gaskets under the outside handle. Open and close the door. Lock and unlock the door with the key. Reconnect the door panel electrical plug and install the door trim pad and attachment hardware. Test all electrical functions of the drivers' door control panel.

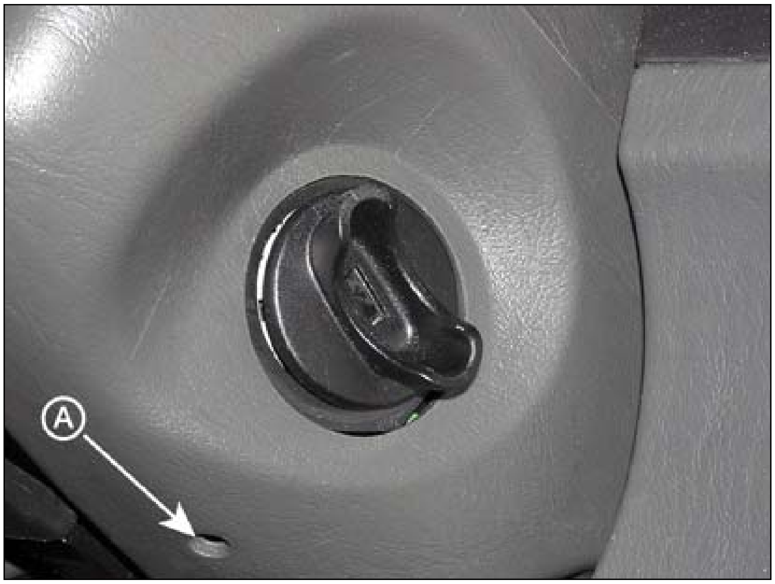
36. The Ford Escape has a locking glove box under the right side of the dash. Three Phillips head trim screws retain the lock assembly. Remove the screws to disassemble the mechanism from the glove box lid.



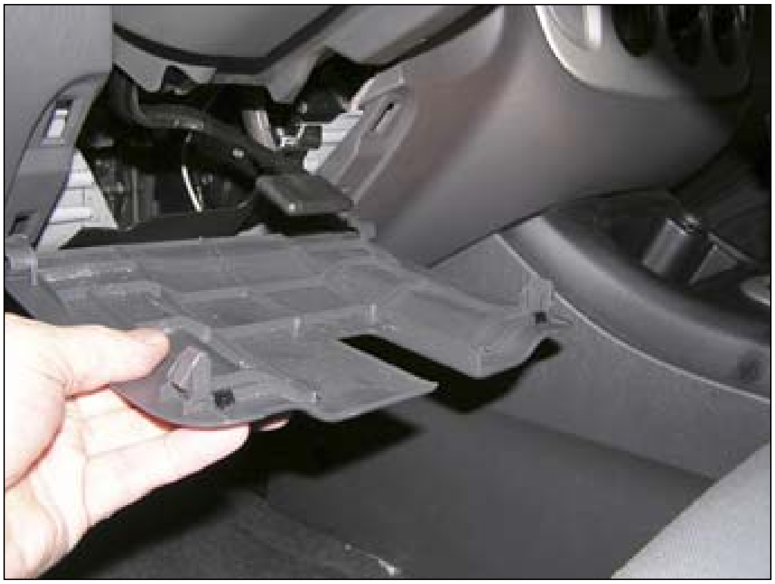
37. The lock plug can only be removed in the "unlocked" position. Rotate the plug counterclockwise, to the horizontal position, as you see in the photo.

38. With the plug rotated to the horizontal position, the plug retainer tumbler can be seen at the rear of the plug. Depress the retainer while pushing on the rear of the plug, to disassemble the plug from the lift handle latch assembly. The glove box cylinder contains three tumblers, in positions 6-8. If you have made a door key (positions 1-6), the tip cuts (6-8) can be used to complete a working key.

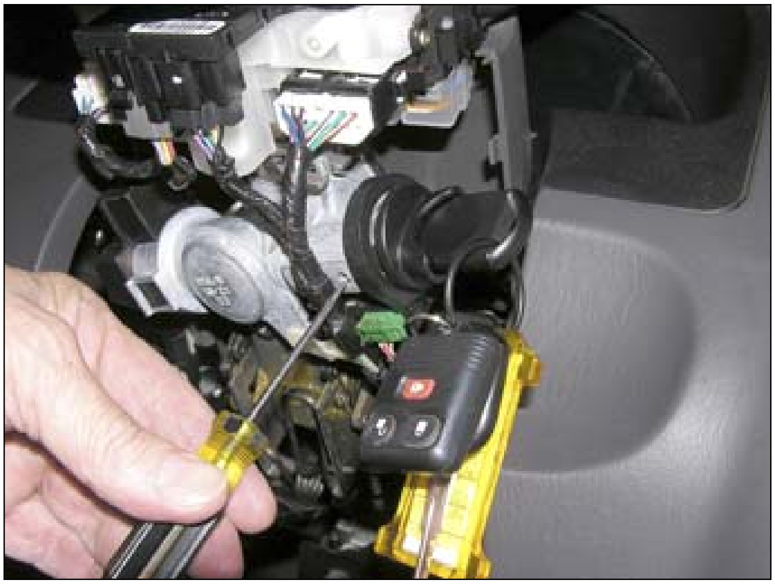




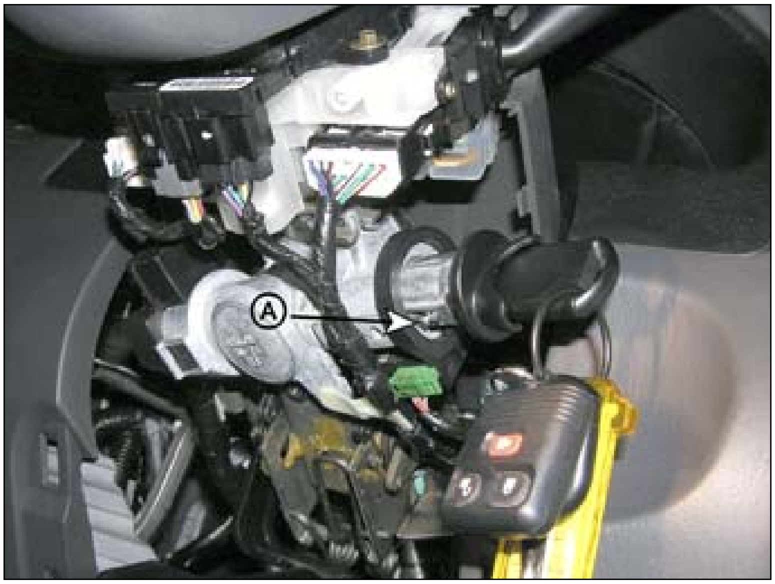
39. The Ford Escape ignition is mounted low on the right side of the steering column. There is a hole in the lower column trim cowling, below the ignition, which allows access to the ignition retaining-pin. This ignition uses an active retainer, which means that the ignition lock plug must be rotated to the "ON-RUN" position to allow the pin to be depressed. The retaining pin is only half of the ignition retaining function.



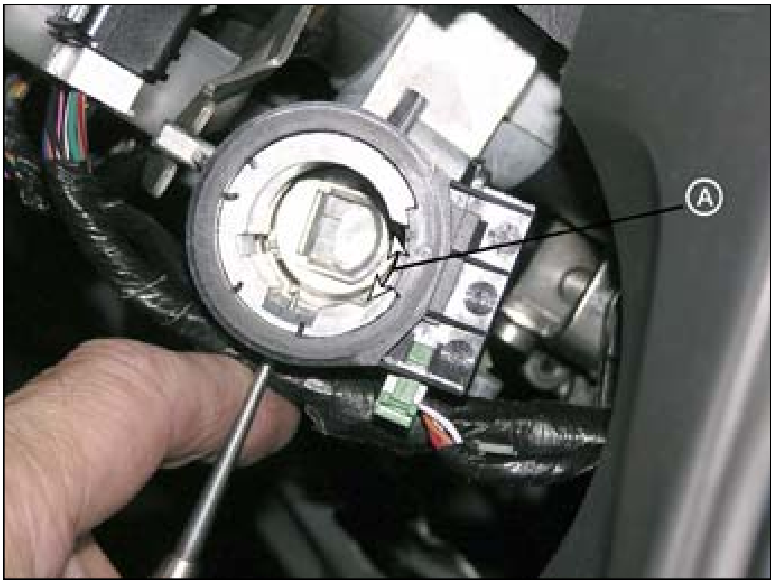
40. To remove the steering column trim cowl, first remove the under-dash trim panel. Two friction catches at the top edge and two hooks at the bottom retain the panel. Pull out the top of the panel and hinge it forward to unhook the bottom plastic hooks.



41. Screws fasten the two column trim halves. Remove the screws to allow the bottom portion of the column trim to be removed. You will immediately see the location of the ignition retainer access hole, in the metal housing, behind the transponder antenna. Rotate the ignition clockwise to the "ON-RUN" position. Apply pressure on the retaining pin with a small flat blade screwdriver, while rotating the ignition. You will feel the pin depress, when it finds the depression in the ignition plug. Pull the ignition out, when the retaining pin depresses.

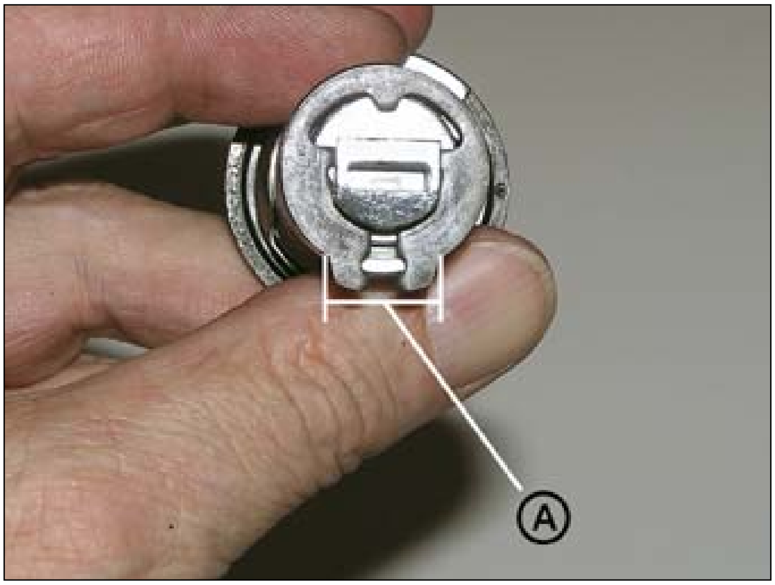


42. The active retaining pin is shown at "A." This ignition is removed without disturbing the transponder antenna. The trim shell was removed easily, without removing the ignition.

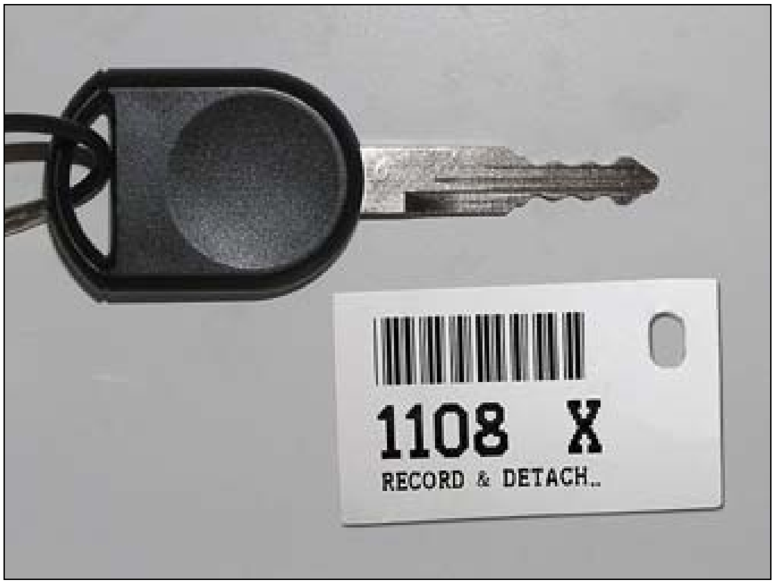


43. The awl is showing the location of the active retainer access hole in the ignition housing. The second retainer uses the area at "A" to enter or exit the housing, when the ignition is in the on-run position.

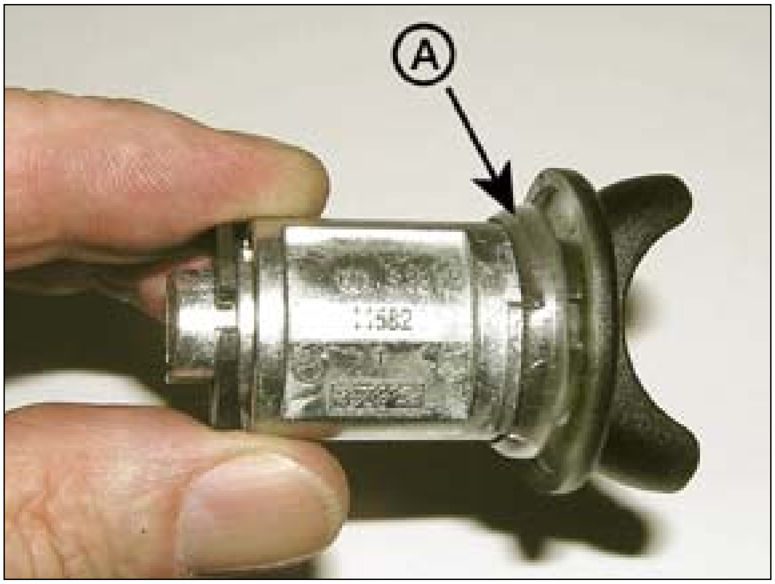
44. The heavy retaining clip on the rear of the ignition is the second retainer. The ears "A" of the clip enter the housing at the wide area, and rotate away from the opening when the ignition is turned to the "OFF-LOCKED" position. Even if the active retainer is drilled off the spring clip will prevent the ignition cylinder from being extracted without damage. If a force puller extracts the ignition, the rear of the plug will be damaged beyond repair.



45. The ignition had a number engraved on the side. The number not a key code. I believe it is a Julian date code. The number "0835" translates "day 83 of year 5." The last week of March 2005 works for me. The vehicle was assembled in April, so it's believable.

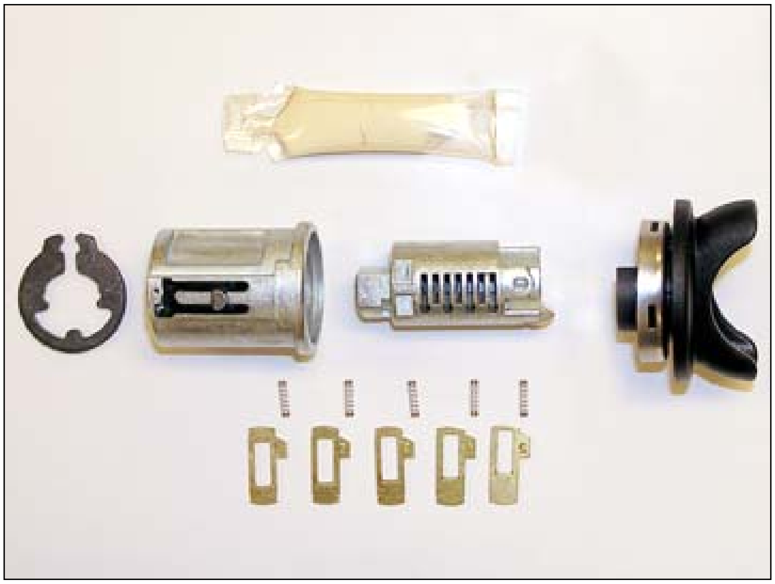


46. We knew that the code number was not correct, as we have the code tag here. The vehicle is delivered with a plastic code tag. The correct code is 1108X.

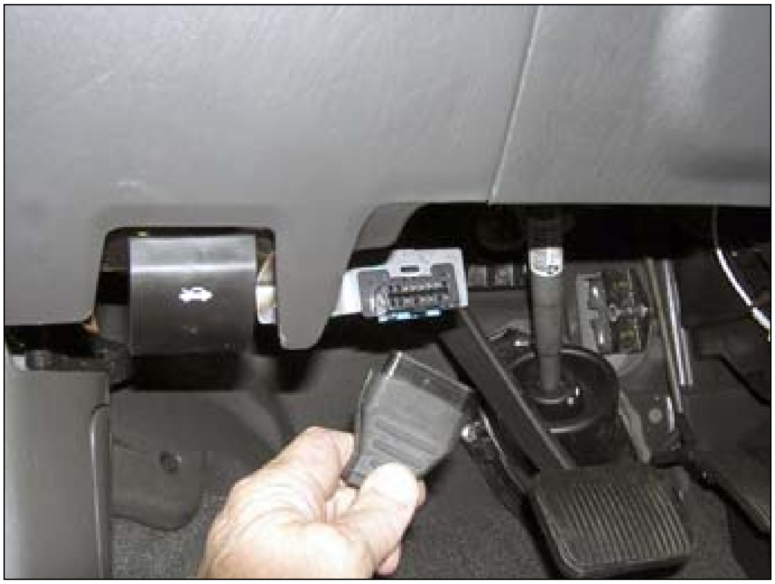


47. There are two things to note, here. First, the ignition is not marked Huf. This ignition is labeled "FoMoCo," for Ford Motor Company. This Huf ignition was manufactured in the United States. The tumblers were manufactured in Germany.

The second feature of this ignition is that it is not demountable. This ignition is sealed "A" with a metal crimped cap. It certainly would be possible to spend the time prying the cap, but reassembly would be difficult.



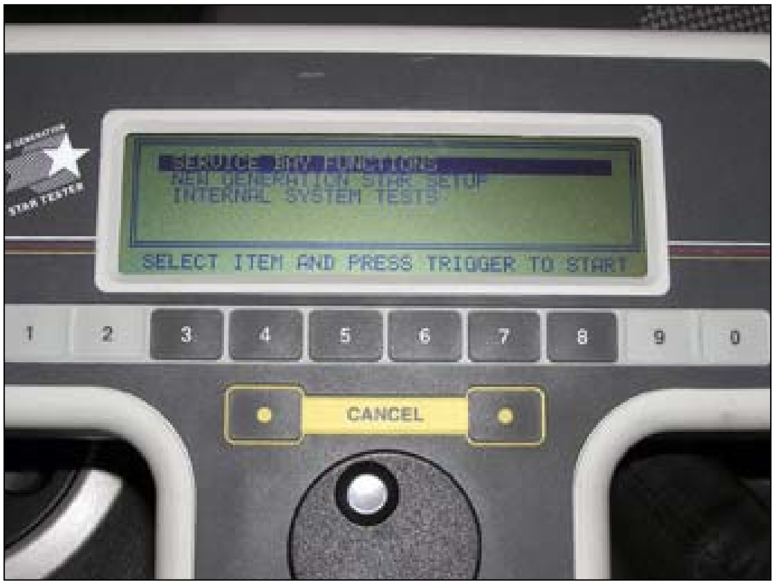
48. Ford PN# 5L8Z-11582-AA, or Motorcraft PN# SW-6228 will return this ignition service pack. To my knowledge, there is no aftermarket source for this ignition. The ignition service pack ships with tumblers, springs, and everything necessary to assemble the ignition to fit any code. Notice the design of the crimp ring under the cap. This ignition is very easy to assemble. This design, with an alternate cap, will be found on the new Lincoln Towne Car, Mercury Grand Marquis, and Ford Crown Victoria. The Ford ignition has tumblers in positions 2-8. The ignition is true double sided, having tumblers on both sides of the keyway. The configuration is 4/3, four tumblers on one side of the keyway and three tumblers on the oposite side. The tumblers have stepped wafer ears. The ignition cylinder, much like the door cylinder, reads: One, Two, Three or Four, Five.

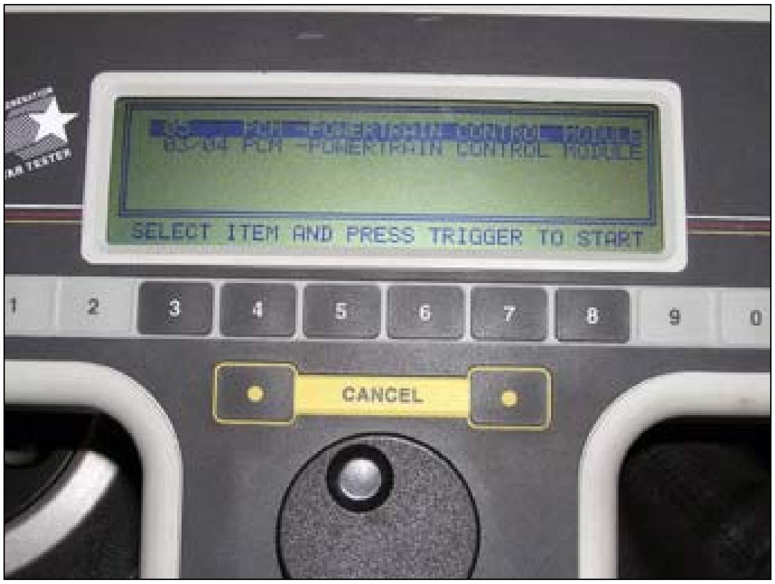


49. This is a PATS III, CAN vehicle, which requires that the keys be programmed into the engine security module. In this case, as it is with all CAN equipped vehicles, the security programming is carried in the PCM or Powertrain Control Module. Use a work key to insure that you have a good operating key. Duplicate this key over the proper transponder blank. The Ford Escape will use a Strattec #599114 blank. Connect the ngsXL programming device to the OBD2 port, located under the dash in the driver's foot well. Insert an unprogrammed key in the ignition.

50. Turn the key to the "ON-RUN" position, but do not crank the engine.

Highlight "SERVICE BAY FUNCTIONS," as you see in Photo Number Forty Eight, and press trigger.

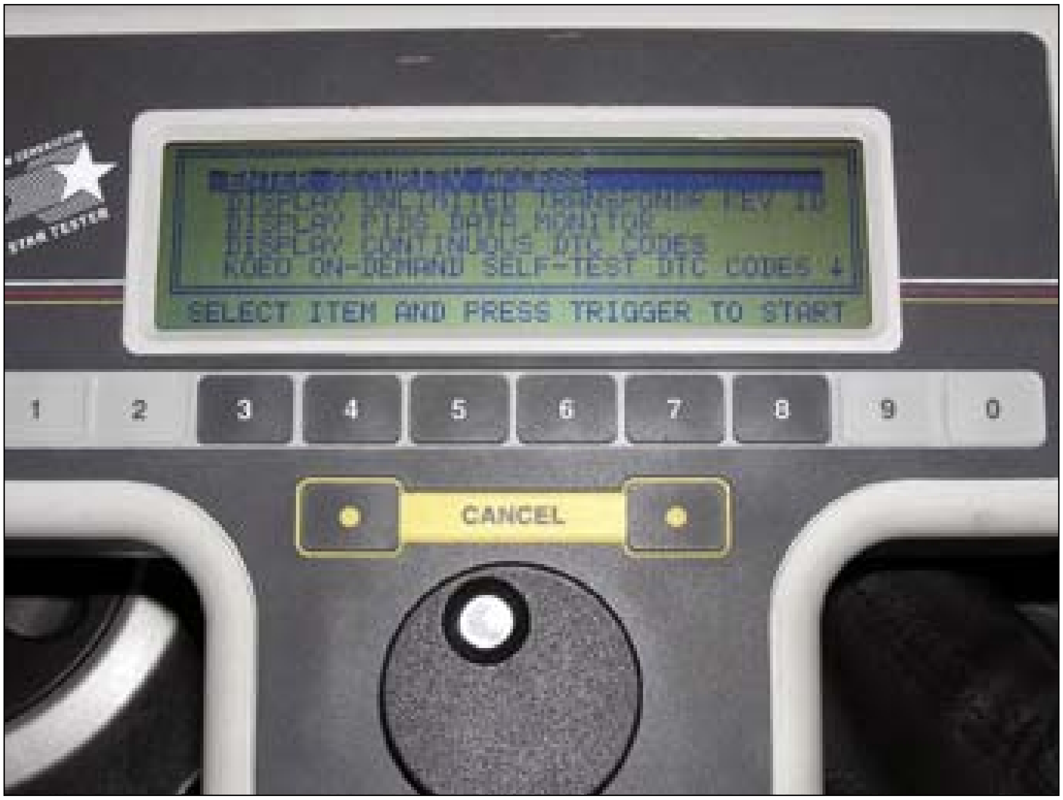



05 PCM -POWERTRAIN CONTROL MODULE
03/04 PCM -POWERTRAIN CONTROL MODULE
SELECT ITEM AND PRESS TRIGGER TO START
1 2 3 4 5 6 7 8 9 0
CANCEL

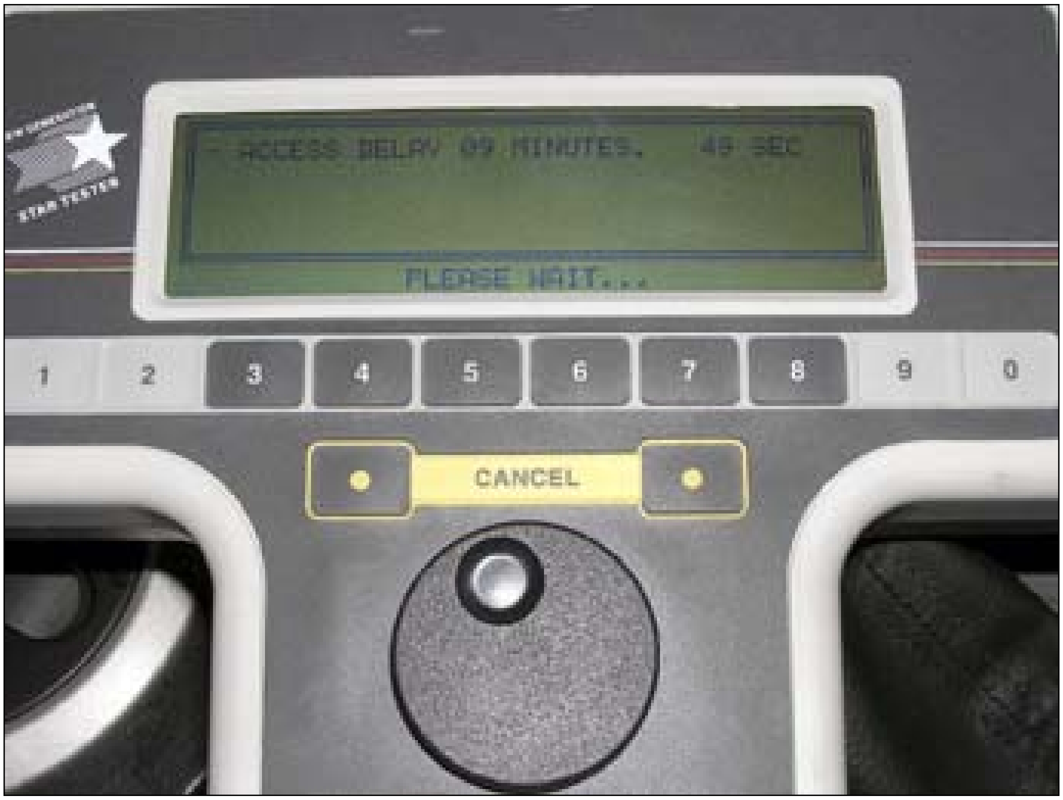
51. The new CAN card offers only two options. Since we are working on a 2005 vehicle, the choice is easy.

Highlight the "05 PCM–POWERTRAIN CONTROL MODULE" option and press the trigger.

52. There are a number of options here but we want to enter the security access. Highlight "ENTER SECURITY ACCESS" and press the trigger.

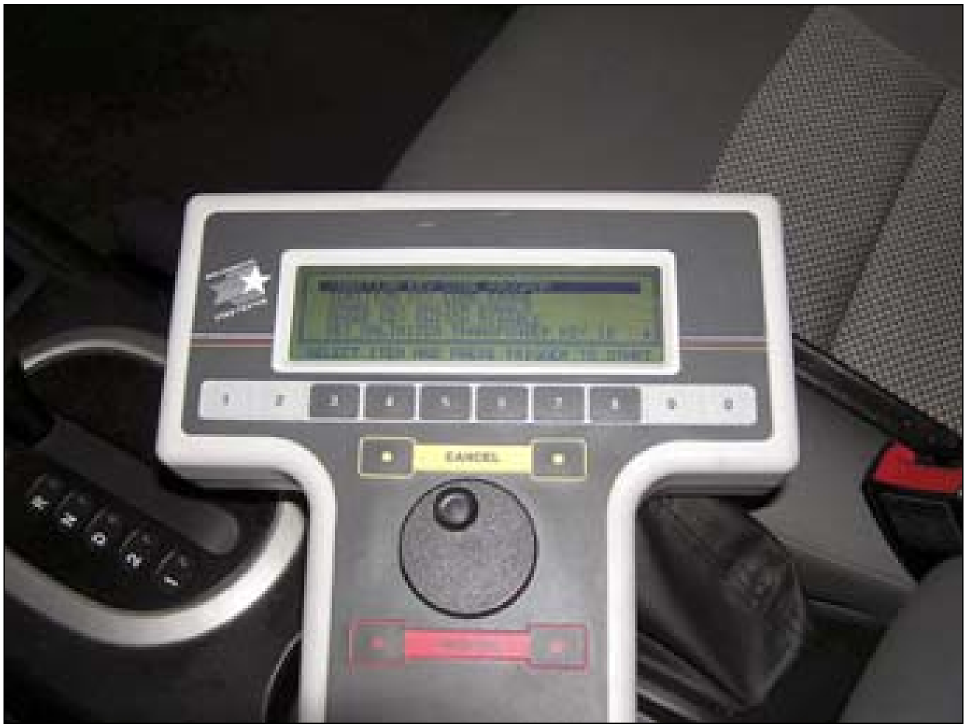


```
ENTER SECURITY ACCESS
DISPLAY [illegible] TRANSPONDR KEY ID
DISPLAY PIDS DATA MONITOR
DISPLAY CONTINUOUS DTC CODES
KOEO ON-DEMAND SELF-TEST DTC CODES ↓
SELECT ITEM AND PRESS TRIGGER TO START
```



```
ACCESS DELAY 09 MINUTES,   49 SEC
PLEASE WAIT...
```

53. There is a ten-minute security delay built into the PATS III system. The new ngs card allows us a countdown clock for the wait.



54. At the end of the ten-minute wait, the screen will show the security options. We can erase all keys and introduce new keys, or we can introduce an additional key. In this case we will introduce an additional key without erasing all others. Chose the option "IGNITION KEY CODE PROGRAM" and press the trigger.

55. The ngsXL device assures us that the "process has been completed."

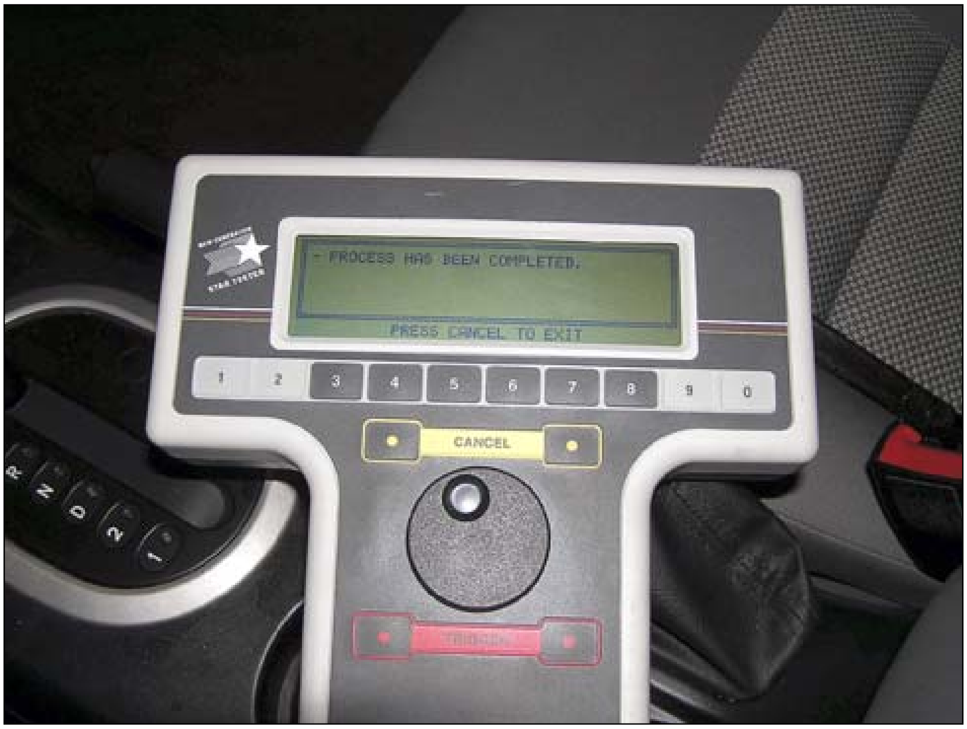
The following steps are timed.

1. Disconnect the ngsXL from the OBDII port. Wait ten seconds.

2. Turn the key to the OFF-LOCKED position.

3. Turn the key to the ON-RUN position and wait three seconds. Observe that the security indicator comes on and then goes off. This confirms that the new key has been accepted. Turn the key from ON-RUN to CRANK, and start the vehicle.

4. Test the other keys, to be assured that they still operate.


- PROCESS HAS BEEN COMPLETED.

PRESS CANCEL TO EXIT

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